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Practices on Involvement of Local Community in Rural Roads

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INTRODUCTION

- A best practice Guide on “***Involvement of Communities in Rural roads***” developed by the Working Group 3 of TC A4 for helping better understanding and facilitate users to get benefit of various global practices.
- The Working Group has taken advantage of papers presented in its various Workshops and Seminars organised by the TC A 4 Committee.



COMMUNITY

- The communities may be defined differently according to the project demands.
- In context of rural roads and transport planning, the community can be identified as:
 - **Legal/Administrative Communities:** Defined by a country's local government in terms of traditional/ political structures. These may have traditional and elected structures.
 - **Social Communities:** Communities with common characteristics bound by common interests, these are defined by the members themselves and have differentiation through social, economic or cultural norms.
 - **Geographical Communities:** Defined in terms of geographical or planning terms.



RELATION OF RURAL ACCESSIBILITY AND POVERTY – A TRIGGER

- Rural roads are used as an entry point for poverty alleviation since lack of access is accepted universally as a fundamental factor in continuation of poverty.
- Since the rural accessibility has direct impact on reduction of poverty, the sustainability of rural road network would obviously have direct impact on sustainability of enhanced socio-economic conditions of the community.
- Therefore, the relation of poverty with the sustainability of the rural road network should trigger immense interests of the communities leading to active involvement.



BACKGROUND OF COMMUNITY PARTICIPATION IN INFRASTRUCTURE

- Pre-eminent role of the State as the prime mover in early decades since World War II. The initiatives for development came from the State, planning, funding and execution also was the responsibility of the federal Governments.
- This top down nature of governance was widely accepted at that time across most of the developing countries.
- The experience and evaluations indicated that often the intended outcomes of programmes and projects were not fully achieved, unintended consequences leading to enormous social costs were visible and utility of facilities for the people left much to be desired.



BACKGROUND OF COMMUNITY PARTICIPATION IN INFRASTRUCTURE

- The adverse outcomes of this kind forced to rethink the prevailing approaches to development.
- If the project outcomes did not meet expectations, reason could be that they did not respond to the felt needs of the people. When people are kept away from the design of projects and lacks in transparency, the scope for corruption becomes greater.
- If local community is kept ignorant, its members may not feel any affinity and may refuse to evince interest in its creation and maintenance.
- This rethinking brought the concept and practice of "community participation" to the forefront of development strategies.



AREAS OF COMMUNITY PARTICIPATION IN RURAL ROADS

- Planning the rural accessibility:
 - Rural accessibility planning.
 - Selection of alignment
- Community contribution:
 - Funding of construction or maintenance.
 - Providing labour support or material support.
 - Community contract
 - Cost sharing through labour inputs or money
- Community in watchdog role: Involvement in supervision or quality control as a stake holder
- Maintenance of roads.



TYPES OF COMMUNITY PARTICIPATION IN RURAL ROADS

Participation Type	Characteristics
Passive participation	People participate by living in the area of the project. They may be told what is going to happen or has already happened but will have no other input
Participation for material incentive	Participate by being paid for labour in food or cash, for a pre-determined project. This may be as a 'community' or as groups
By resource contribution	Participation by contributing a resource such as labour or money, to a pre-determined project
Participation by consultation	Participation by being consulted, where the majority of the decisions have been made. View may/may not be considered
Interactive Participation	Participation by joining in analysis of their situation, developing action plans and determining common project
Spontaneous mobilization	Participation by taking their own initiative to change their situation independent of external professionals. This may lead to self-help projects or requests to other institutions for assistance



FACTORS AFFECTING COMMUNITY PARTICIPATION

Factors that are important in predisposing or sensitizing communities to participate in the field of rural roads or local transport infrastructure.

- Group homogeneity,
- importance and type of access,
- administrative strength,
- infrastructure history and capacity to conduct the activity

These factors form an important backdrop to project planning which seeks to actively engage communities in road maintenance with a view to establishing long-term sustainable systems.



STEPS FOR COMMUNITY PARTICIPATION

Step 1 - Screening

Step 2 - Assessment of Capacity

Step 3 - Organization Forming and Linking

Step 4 - Planning and Design

Step 5 – Implementation

Step 6 - Monitoring and Evaluation

Step 7 – Sustainability



COMMUNITY PARTICIPATION IN PRACTICE

- **Guidelines for Planners and Engineers in Community Participation in Maintenance of Roads, August, 2003 by DFID:**
 - Prepared by IT Transport Limited, Consultants in Transport for Rural Development for the DFID.
 - It is significant effort towards structured community participation in road sector.
 - The document is available on web-site:
[www.ittransport.co.uk/ documents/Guidelines](http://www.ittransport.co.uk/documents/Guidelines)



PRACTICES OF COMMUNITY PARTICIPATION

- **UNDP Experience of IRAP and Community Participation in Rural Infrastructure Development in Laos:**
 - Cris Donnges, ILO- Paper on Integrated Rural Accessibility Planning and Community Participation in Rural Infrastructure Development in Laos (1996-1999) for the Ministry of Communications, Transport, Government of Laos, Vientiane.
 - Paper is about rural infrastructure planning and community participation. Based on the experiences from the Pilot Project on Participatory Planning of Rural Infrastructure (PPRID) and on the efforts of the Integrated Rural Accessibility Planning project (IRAP)
 - The document is available on Web-site:
<http://www.ilo.on!/vublic/en2:lish/envlovment /recon>



COMMUNITY PARTICIPATION IN PRACTICE

- **The Latin American Experience of Micro Enterprise Based Routine Maintenance:**
 - Serge Cartier van Dissel, presented a paper on 'Microenterprise Based Road Maintenance - The Latin American Experience' at Hyderabad, India.
 - The experience of Micro Enterprise originating from the local community and its involvement in the maintenance of rural roads has proven economical and viable option.
 - Also demonstrated positive influence on local economies and local capacity building.
 - The document is available on Web-site: <http://vublications.viarc.or2:/resources/documents>.



COMMUNITY PARTICIPATION IN PRACTICE

- **Case Study on Community Involvement in Maintenance of Rural Infrastructure in Sri Lanka and Nepal, by Practical Action South Asia:**
 - Ranjith de Silva IFRTD presented a paper on 'Understanding the Diversity of Rural Transport Needs to Maximize Community Participation - Experience of Practical Action Rural Transport Projects in Sri Lanka and Nepal' at Hyderabad, India.
 - The document is available on web-site:
<http://publications.piarc.org/ressourcesdocumentsactes-/seminairesl0/A4-hyderabad 2010>



COMMUNITY PARTICIPATION IN PRACTICE

- **Community Participation in Planning and Implementation of Rural Roads - A case study ADB Timor-Leste Road Sector Improvement Project:**
 - Francesco Tornieri, Social Development Specialist ADB presented Community Participation in Planning and Implementation of Rural Roads - A case study AD~ Timor-Leste Road Sector Improvement Project.
 - The document is available on Web-site:
http://www.adb.org/documents_events_2008_adb-transport-forum-2008.



COMMUNITY PARTICIPATION IN PRACTICE

- **Community Involvement in Burkina Faso:** The experience of community involvement in Burkina Faso as presented by Mr. Amande Ouderaogo, Burkina Faso has been presented as a paper
- Nine urban and rural districts are involved in the programme aiming at broadly, action - research and knowledge on technical, socio-economic and environment.
- High Intensity Labour Method (HIMO) used for rural roads development to supplement the Rural Transport National Strategy (SNTR)



COMMUNITY PARTICIPATION IN PRACTICE

- **Citizen Monitoring and Audit of Rural Roads under Prime Minister's Rural Road Programme in India:**
- Public Affairs Centre, a Bangalore, India based Civil Society Organization has presented a Report on 'Citizen Monitoring and Audit of PMGSY Roads: Pilot Phase II in July 2009.
- The experience of involvement of community in monitoring the quality and audit of rural roads taken up under Prime Minister's Rural Roads Programme in India in 2007-08 is available on Web-site: <http://www.vacindia.or2:/publications/PMGSY>.



THANK YOU FOR YOUR TIME

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